

CLAIMS

What is claimed is:

1. A golf car comprising:
 - a frame supported on a plurality of wheels;
 - a bracket member fixedly coupled to said frame; and
 - a pedal member having an arm portion and a pedal portion, said pedal portion being disposed on a first end of said arm portion, said pedal member being pivotally coupled to said bracket member at a second end of said arm portion such that said second end of said arm portion is elevated relative to said pedal portion.
2. The golf car according to Claim 1 wherein said pedal member is a brake pedal assembly selectively actuating a brake system.

3. The golf car according to Claim 2 wherein said brake system comprises:

a hydraulically actuated braking system operably coupled to at least one of said plurality of wheels, said braking system operable to exert a frictional force on said one of said plurality of wheels; and

a master brake cylinder fluidly coupled to said braking system for outputting a hydraulic fluid pressure in response to actuation of said brake pedal assembly, said master brake cylinder being generally positioned above said brake pedal assembly and said braking system.

4. The golf car according to Claim 3 wherein said hydraulically actuated brake system comprises:

a brake rotor attached to at least one of said plurality of wheels;

a first caliper assembly having brake pads which contact said brake rotor in response to said master brake cylinder output to cause friction, said friction retarding movement of said brake rotor and associated wheel.

5. The golf car according to Claim 3 wherein said hydraulically actuated brake system comprises:

a brake drum attached to at least one of said plurality of wheels;

a first shoe assembly having brake shoes which contact said brake drum in response to said master brake cylinder output to cause friction, said friction retarding movement of said brake drum and associated wheel.

6. The golf car according to Claim 3 wherein said hydraulically actuated brake system comprises:

an accumulator fluidly coupled to said master brake cylinder, said accumulator storing energy for maintaining a braking force in a parking mode.

7. The golf car according to Claim 1 wherein said pedal member is an accelerator pedal assembly for actuating a drive system.

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8. A golf car comprising:

a frame supported on a plurality of wheels;

a bracket member fixedly coupled to said frame;

a brake pedal assembly having an brake arm portion and a brake pedal for actuating a brake system, said brake pedal being disposed on a first end of said brake arm portion, said brake pedal assembly being pivotally coupled to said bracket member at a second end of said brake arm portion such that said second end of said brake arm portion is elevated relative to said brake pedal; and

an accelerator pedal assembly having an accelerator arm portion and a accelerator pedal, said accelerator pedal being disposed on a first end of said accelerator arm portion, said brake pedal assembly being pivotally coupled to said bracket member at a second end of said accelerator arm portion such that said second end of said accelerator arm portion is elevated relative to said accelerator pedal.

9. The golf car according to Claim 8 wherein said brake system is a hydraulically actuated braking system operably coupled to at least one of said plurality of wheels, said braking system operable to exert a frictional force on said one of said plurality of wheels, said brake system having a master brake cylinder fluidly coupled to said braking system for outputting a hydraulic fluid pressure in response to actuation of said brake pedal assembly, said master brake cylinder being generally positioned above said brake pedal assembly and said braking system.

10. The golf car according to Claim 9 wherein said hydraulically actuated brake system comprises:

a brake rotor attached to at least one of said plurality of wheels;

a first caliper assembly having brake pads which contact said brake rotor in response to said master brake cylinder output to cause friction, said friction retarding movement of said brake rotor and associated wheel.

11. The golf car according to Claim 9 wherein said hydraulically actuated brake system comprises:

a brake drum attached to at least one of said plurality of wheels;

a first shoe assembly having brake shoes which contact said brake drum in response to said master brake cylinder output to cause friction, said friction retarding movement of said brake drum and associated wheel.

12. The golf car according to Claim 9 wherein said hydraulically actuated brake system comprises:

an accumulator fluidly coupled to said master brake cylinder, said accumulator storing energy for maintaining a braking force in a parking mode.